

DEPARTMENT OF TRANSPORTATION

DES-OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816



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January 24, 2002

08-SBd-15-262.4/273.2,292.8/299.4
08-439314
ACIM-015-3(040)266E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN BERNARDINO COUNTY NEAR WHEATON SPRINGS FROM 0.8 km NORTH OF CIMA ROAD OVERCROSSING TO 2.4 km SOUTH OF BAILEY ROAD OVERCROSSING AND FROM 1.2 km NORTH OF YATES WELL ROAD OVERCROSSING TO NEVADA STATE LINE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on February 7, 2002.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheets 2, 3, 4 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheet(s).

Project Plan Sheet 27A is added. A half-sized copy of the added sheet is attached for addition to the project plans.

Project Plan Sheet 58 is revised as follows:

In the quantities table, the column for "REMOVE PAVEMENT MARKER" is deleted.

Project Plan Sheet 68 is revised as follows:

In the "NORTHBOUND" and "SOUTHBOUND" quantities tables, the column headings for "RUMBLE STRIP" are revised to "SHOULDER RUMBLE STRIP (ASPHALT CONCRETE, GROUND-IN INDENTATIONS)".

In the Special Provisions, a Professional Engineer's Seal and Signature sheet is added after the Professional Engineer's Seal and Signature sheet as attached.

In the Special Provisions, Section 10-1.04, "COOPERATION," after the second paragraph, a paragraph is added as follows:

"It is also anticipated that work by another contractor (Contract No. 08-406804) to replace various bridges near Baker on Route 15 from 8.2 km north of Halloran Summit Overcrossing to 0.1 km south of Cima Road Overcrossing (KP 258.1 to KP 261.8), may be in progress adjacent to or within the limits of this project during progress of the work on this contract."

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In the Special Provisions, Section 10-1.12, "MAINTAINING TRAFFIC," "Chart No. 1," "Chart No. 2," "Chart No. 3," and "Chart No. 4" are revised as attached.

In the Special Provisions, Section 10-1.12, "MAINTAINING TRAFFIC," after "Chart No. 4", Table "Z" is added as attached.

In the Special Provisions, Section 10-1.21, "EXISTING HIGHWAY FACILITIES," the second paragraph of sub-section, "REMOVE PAVEMENT MARKER," is revised as follows:

"Full compensation for removing and disposing of pavement markers and underlying adhesive shall be considered as included in the contract price paid per tonne for asphalt concrete (Type C) and no separate payment will be made therefor."

In the Special Provisions, Section 10-1.21, "EXISTING HIGHWAY FACILITIES," the eighth paragraph of sub-section, "COLD PLANE ASPHALT CONCRETE PAVEMENT," is revised as follows:

"The material planed from the roadway surface, including material deposited in existing gutters or on the adjacent traveled way, shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications or may be used as shoulder backing material where allowed by the Engineer. Removal operations of cold planed material shall be concurrent with planing operations and follow within 15 m of the planer, unless otherwise directed by the Engineer."

In the Special Provisions, Section 10-1.26, "SHOULDER BACKING," the first sentence of paragraph two is revised as follows:

"Material for shoulder backing shall consist of native material or cold planed asphalt concrete material where allowed by the Engineer."

In the Special Provisions, Section 10-1.32, "ASPHALT CONCRETE," the third paragraph is revised as follows:

"The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete shall be Grade AR -4000 and shall conform to the provisions in Section 92, "Asphalt" of the Standard Specifications."

In the Special Provisions, Section 10-1.32, "ASPHALT CONCRETE," after the third paragraph, a paragraph is added as follows:

"A prime coat of liquid asphalt, Grade AR-4000, shall be applied."

In the Special Provisions, Section 10-1.34, "ASPHALT CONCRETE," the first paragraph is revised as follows:

"Asphalt Concrete (Type C) shall conform to the provisions in Section 11-1, "Quality Control / Quality Assurance," of these special provisions and these special provisions. The locations of Asphalt Concrete (Type C) shall be as shown on the plans."

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In the Special Provisions, Section 10-1.34, "ASPHALT CONCRETE," the second paragraph is deleted.

In the Special Provisions, Section 10-1.34, "ASPHALT CONCRETE," the first sentence of the third paragraph is revised as follows:

"The grade of asphalt binder to be mixed with aggregate for Asphalt Concrete (Type C) shall be PBA Grade 6a (modified) and shall conform to the following provisions."

In the Special Provisions, Section 10-1.34, "ASPHALT CONCRETE," the seventh paragraph is deleted.

In the Special Provisions, Section 10-1.34, "ASPHALT CONCRETE," the section title, "ASPHALT CONCRETE," is revised to "ASPHALT CONCRETE (TYPE C)."

In the Special Provisions, Section 10-1.35, "OPEN GRADED ASPHALT CONCRETE," sub-paragraph "C" of the first paragraph is revised as follows:

"C. Open graded asphalt concrete shall be not less than 25 mm in compacted thickness."

In the Special Provisions, Section 10-1.35, "OPEN GRADED ASPHALT CONCRETE," after the last paragraph, a paragraph is added as follows:

"The grade of asphalt binder to be mixed with aggregate for open graded asphalt concrete shall be Grade AR-4000 and shall conform to the provisions in Section 92, "Asphalt," of the Standard Specifications.

In the Special Provisions, Section 10-1.37, "RUMBLE STRIP," is replaced with Section 10-1.37, "SHOULDER RUMBLE STRIP (ASPHALT CONCRETE, GROUND-IN INDENTATIONS)," as attached.

In the Proposal and Contract, the Engineer's Estimate Item 56 is revised and Item 17 is deleted as attached.

To Proposal and Contract book holders:

Replace pages 3 and 5 of the Engineer's Estimate in the Proposal with the attached revised pages 3 and 5 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

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This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it.

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

Chart No. 1 Multilane Lane Requirements																									
Location: SBD 15 KP 262.4-273.2 (southbound)															EA:439314										
FROM HOUR TO HOUR	a.m.											p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays																				1	1	1	1	1	1
Tuesdays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1	1														
Saturdays																									
Sundays																									

Legend:

1	One lane open in direction of travel
	No lane closure allowed

Remarks:

1. Working window may be modified, by the District Traffic Manager, during the Lane Closure approval process.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign(s) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.

Chart No. 2 Multilane Lane Requirements																										
Location: SBD 15 KP 262.4 –273.2 (northbound)													EA:439314													
FROM HOUR TO HOUR	a.m.												p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		12
Mondays						1	1	1	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	
Tuesdays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	
Fridays	1	1	1	1	1	1	1	1	1	1	1															
Saturdays																										
Sundays																										
Legend:																										
1	One lane open in direction of travel																									
2	Two lanes open in direction of travel																									
	No lane closure allowed																									
Remarks:																										
1. Working window may be modified, by the District Traffic Manager, during the Lane Closure approval process.																										
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign(s) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.																										
3. The length of each closure shall not exceed 3 kilometers.																										
4. In the same direction, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.																										

Chart No. 3 Multilane Lane Requirements																									
Location: (southbound) SBD 15 KP 292.8 to California-Nevada State Line																									
FROM HOUR TO HOUR	a.m.											p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Mondays																				1	1	1	1	1	1
Tuesdays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1	1														
Saturdays																									
Sundays																									

Legend:

1	One lane open in direction of travel
	No lane closure allowed

Remarks:

- Working window may be modified, by the District Traffic Manager, during the Lane Closure approval process.
- The closure starts with the first cone down and ends with the last cone picked up. No closure sign(s) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
- The length of each closure shall not exceed 3 kilometers.
- In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.

Chart No. 4 Multilane Lane Requirements																										
Location: (northbound) SBD 15 KP 292.8 to California-Nevada State Line																										
FROM HOUR TO HOUR	a.m.												p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		12
Mondays						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Tuesdays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Fridays	1	1	1	1	1	1	1	1	1	1	1															
Saturdays																										
Sundays																										
Legend:																										
1	One lane open in direction of travel																									
	No lane closure allowed																									
Remarks:																										
1. Working window may be modified, by the District Traffic Manager, during the Lane Closure approval process.																										
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign(s) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.																										
3. The length of each closure shall not exceed 3 kilometers.																										
4. In the same direction, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.																										

10-1.37 SHOULDER RUMBLE STRIP (ASPHALT CONCRETE, GROUND-IN INDENTATIONS)

This work shall consist of constructing shoulder rumble strips by grinding indentations in new or existing asphalt concrete pavement in conformance with the details and at the locations shown on the plans and as specified in these special provisions.

The method for constructing ground-in indentations shall be selected by the Contractor. Equipment for grinding indentations shall be power operated, mechanical and capable of removing the asphalt concrete to the dimensions shown on the plans.

Residue shall be removed from the roadbed by use of vacuum equipment. Residue from the removal operations shall not flow across the pavement nor flow into gutters or other drainage facilities. Residue shall be removed from pavement surfaces before the residue is dispersed by action of traffic or wind.

All removed material shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Shoulder rumble strip ground in indentations shall not be constructed on structures or approach slabs.

The ground-in shoulder rumble strip indentations shall be placed within 50 mm of the required alignment. The grinding equipment shall be equipped with a sighting device that will enable the operator to maintain the alignment of the rumble strip.

Ground in shoulder rumble strip indentations shall not vary from the required dimensions by more than 1.5 mm in depth or 10 percent in length and width. Should the methods used or equipment furnished fail to produce rumble strip indentations conforming to the provisions of these special provisions and the details shown on the plans, the rumble strip operations shall be discontinued and other suitable equipment shall be provided or the equipment or method of constructing the indentations shall be modified, as necessary, to produce indentations conforming to the requirements.

If the finished shoulder rumble strip does not meet the specified tolerances, it shall be brought within tolerance by either abrasive grinding (with fog seal coat on the areas which have been ground), or removal and replacement. The method will be selected by the Engineer. The contractor shall notify the engineer prior to beginning the corrective work. Ground areas shall be neat areas of uniform surface appearance. The corrective work shall be at the Contractor's expense.

A fog seal coat conforming to the provisions in Section 37-1, "Seal Coats," of the Standard Specifications shall be applied to the constructed shoulder rumble strip to the limits shown on the plans, within 5 days after the completion of shoulder rumble strip. Asphaltic emulsion shall be either SS1h or CSS1h grade.

Ground-in rumble strip shall not be placed on new asphalt concrete surfacing for a period of not less than 7 days.

Shoulder rumble strip (asphalt concrete, ground-in indentations) will be measured by the meter along each shoulder on which the ground-in indentations are constructed, without deductions for gaps between the individual ground-in indentations of rumble strip (asphalt concrete, ground-in indentations) to be paid for.

The contract price paid per meter for shoulder rumble strip (asphalt concrete, ground-in indentations), shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing shoulder rumble strip (asphalt concrete, ground-in indentations), complete in place, including furnishing and applying fog seal coat, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

ENGINEER'S ESTIMATE
08-439314

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	LUMP SUM	
2	070018	TIME-RELATED OVERHEAD	WDAY	200		
3	022939	TEMPORARY TORTOISE FENCE	M	63		
4	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
5	074020	WATER POLLUTION CONTROL	LS	LUMP SUM	LUMP SUM	
6 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
7 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
8 (S)	120159	TEMPORARY TRAFFIC STRIPS (PAINT)	M	23 800		
9 (S)	120165	CHANNELIZER (SURFACE MOUNTED)	EA	1450		
10 (S)	120300	TEMPORARY PAVEMENT MARKER	EA	1470		
11 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	EA	4		
12 (S)	129000	TEMPORARY RAILING (TYPE K)	M	420		
13 (S)	129100	TEMPORARY CRASH CUSHION MODULE	EA	28		
14 (S)	150662	REMOVE METAL BEAM GUARD RAILING	M	130		
15	150668	REMOVE FLARED END SECTION	EA	12		
16	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	M	13 100		
17	BLANK					
18	150771	REMOVE ASPHALT CONCRETE DIKE	M	10 100		
19	022940	REMOVE DRAINAGE PIPE	M	3		
20	150857	REMOVE ASPHALT CONCRETE SURFACING	M2	2110		

ENGINEER'S ESTIMATE
08-439314

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41 (S)	203014	FIBER (EROSION CONTROL)	KG	6000		
42 (S)	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	5		
43 (S)	203045	PURE LIVE SEED (EROSION CONTROL)	KG	150		
44 (S)	203061	STABILIZING EMULSION (EROSION CONTROL)	KG	3000		
45 (S)	203561	JUTE MESH	M2	3		
46 (S)	022943	COMPOST (EROSION CONTROL)	KG	22 500		
47	260201	CLASS 2 AGGREGATE BASE	M3	2910		
48	390155	ASPHALT CONCRETE (TYPE A)	TONN	34 700		
49	390165	ASPHALT CONCRETE (OPEN GRADED)	TONN	18 400		
50	022944	ASPHALT CONCRETE (TYPE C)	TONN	103 000		
51	394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	9050		
52	394040	PLACE ASPHALT CONCRETE DIKE (TYPE A)	M	940		
53	394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	180		
54	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	8680		
55	394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	300		
56	023263	SHOULDER RUMBLE STRIP (ASPHALT CONCRETE, GROUND-IN INDENTATIONS)	M	70 600		
57	395000	LIQUID ASPHALT (PRIME COAT)	TONN	24		
58 (F)	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	22		
59 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	130		
60 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	3		